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8 Feb 1963

TO : Chief, OSA

FROM: Chief of Station [redacted]

SUBJ: [redacted] Exercise First Phase 15 Nov 62 to 10 Jan 63

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I. PREPARATION:

The initial alert for possible deployment of this exercise was first received on 9 November 1962. This was only a very few days after the return of the Detachment [redacted], which was a very difficult and somewhat frustrating operation. At the same time another small detachment was ready to leave for an exercise at [redacted] for a second [redacted] test. The short time span between deployments coupled with the imminent test exercise made the preparation phase for the [redacted] operation more difficult than normal.

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Personnel were selected for the exercise and assembly of the staging kit and equipment was commenced immediately upon notification. Briefings were conducted from the best information available at the time and all the preliminary preparation was completed ahead of the arrival of the support aircraft. The support package in addition to the normal equipment included a spare engine and necessary items to provide an engine change capability. This material came to a total of 49,507 lbs and cube of 4,974. MATS provided two C-124 type aircraft which arrived [redacted] 13 November. The original concept for deploying the article was to utilize the KC-135, scheduled to support the operation, by employing leap frog tactics at two required enroute stops. This was quickly changed in favor of disassembly of the article and movement by an additional C-124.

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The initial deployment schedule, planned the arrival of the C-124, carrying the article, ahead of the support aircraft which carried the equipment to reassemble it. This was changed prior to deployment but would have otherwise wasted some time at destination due to the necessity of waiting until necessary equipment arrived before reassembly could have been commenced. The initial itinerary provided by MATS allowed for five days enroute for the C-124 aircraft. This timing seemed unreasonably generous in view of the pressure to get the detachment in place at the earliest possible date. It causes one to speculate as to whether AFCIG-5 had sufficiently appraised MATS of the urgency of the timing. After further coordination the timing schedule was reduced to approximately three and a half days departing from Travis at approximately 15/1700Z and arriving at destination at approximately 19/0200Z. The support aircraft were ready to depart a day earlier but were delayed 24 hours. Apparently, this was because

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all operational clearances with countries concerned had not been resolved at the earlier time. The KC-135 was scheduled to depart [redacted] AT 16/0700Z and arrive at [redacted] at 18/1200Z. Both the departure and arrival schedules were made good in spite of the necessity to turn back approximately 2 hours out of Hickam to return for maintenance because of heavy smoke in the cabin. This was accomplished by taking crew rest at Hickam while necessary maintenance was being performed, rather than at the next stop. All aircraft were initially

[redacted] but was changed to include a stop at [redacted] since the weather had passed ahead of scheduled arrival time.

The crating of the article for deployment on an operational exercise was a first for this unit and created some minor problems in selection of staging equipment. We should have taken more seals, fittings, tubing and the like because of the heavy consumption of these items during reassembly. We were able to get by however, but will modify future kits to include more of these type items. Accurate consumption data was accumulated for this purpose on this exercise which will be helpful next time this requirement develops.

A total of [redacted] personnel were identified by [redacted] to support the operation. This is considered high for one aircraft but was thought to be necessary due to extra personnel desired for reassembly at destination and to provide sufficient personnel to utilize a recovery team to ride along on the KC-135 on all operational sorties involving air refueling operations. A P&W technician was obtained after the detachment was in place bringing the total to [redacted]. The KC-135 deployed with [redacted] SAC personnel which included necessary maintenance support. Two SA-16 rescue aircraft with a total of [redacted] personnel were provided initially bringing the grand total to [redacted]. A reduction of one SA-16 and [redacted] personnel plus a reduction of [redacted] detachment personnel was found to be feasible upon rotation, reducing the total number by [redacted].

A serious oversight was made by [redacted] in not installing the [redacted] on Article 342 prior to deployment. We should have reminded them but it goes without saying that you never send some one a shot gun to go hunting without including the barrel. We never take [redacted] on deployment since there is no requirement for them and it would result in wasted weight and cube being carried along unnecessarily. The rush and pressure to get the staging team, article, and equipment on the way is conducive to such an over sight but is still inexcusable. We will take necessary steps to see that this does not occur again. Except for this [redacted] did a good job in preparing the article for the deployment. This was evidenced by the excellent performance after assembly and with very few write ups during the next several flights.

II. DEPLOYMENT:

The deployment was executed in accordance with plans and the timing was maintained very close to the schedule which was finally agreed upon. One of the C-124 support aircraft was delayed at [redacted] for maintenance but fortunately it did not include any of the critical items necessary for reassembly of the article, hence no

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time was lost due to this delay. The KC-135 delayed at [] to provide a quiet after dark landing at destination as this was a requirement which was included in the planned itinerary. The C-124 transporting article 342 arrived shortly after noon but was not unloaded until dark in order to keep exposure to casual observers to a minimum.

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III. SETTING UP THE DETACHMENT:

After arrival at [] during the early evening of 18 November, the first priority action was to set up the equipment in assigned operating space and to establish all sections so that they would be ready to perform the specific requirements of the mission in the minimum amount of time possible. The portable tent, carried as part of the support equipment was set up in the open hangar area to be utilized for storing and configuring the [] prior to each flight. An airconditioned room was provided for processing of the [] and storing of these configurations and other related equipment as well as some of the [] tools. An adjacent airconditioned room was utilized by PE. The Commo electronics operating area was established on one side of the hangar where benches were already installed. The [] staging equipment was set up on the opposite side of the hangar. The operations briefing room, though small, was very adequate and the best we have ever had on a TDY operation.

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The assembly of article 342 progressed extremely well and was completed in less time than anticipated since no particular difficulties were encountered. The large hoist provided for engine removal and installation of the wings was in place prior to arrival, having been borrowed from the []. The assembly was completed before dark on the second day and the engine run was completed just after dark. A test flight was launched early the next morning and was completed with no significant write ups. A longer flight providing a more thorough shakedown and fuel curve information was completed the following day.

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[] was contacted the next morning after arrival. He was very pleasant to work with throughout the TDY period. Though he was extremely cautious in the early days he became more agreeable to day time local flights and gave his permission more willingly to towing out during day light hours. The first time or so that the article was towed from the hangar there must have been [] along the towing route and other strategic locations to provide maximum security. Later these numbers were reduced to []. He was always advised whenever the article was to be removed from the hangar and our keeping him informed paid dividends and is attributed to his more relaxed attitude later.

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The facilities at [] are considered good for our purposes. A hangar was provided for the article which was utilized jointly by the host unit and the detachment. However, this presented no problems. There was an adequate amount of housing with some of the personnel required to occupy a large open bay but most of the group were housed

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[redacted] per room. The food was good throughout the period and served as a big plus factor in the morale area. The food services supervisor deserves a lot of credit for the extra hours that he contributed to provide meals at odd hours during operational periods. This was necessitated by a shortage of food services personnel. The water proved to be a troublesome problem for a while due to an inadequate supply. This became even more serious when one of the pumps gave out and the line broke. After a new pump was installed and the line was repaired the water supply became less critical but still required conservation measures on the part of all personnel.

IV. OPERATIONAL PHASE:

A statement sometimes made by Detachment personnel during past operations is, "When it gets too tough for the Chaplain it is just right for us". The Chaplain only comes to [redacted] occasionally on Sunday. This is not because things are so tough but due to the fact that there is not one assigned. Probably the most difficult thing associated with this operation was the long periods of waiting for ideal conditions to fly the missions. These are factors over which no one has control but nevertheless are hard to reconcile by an eager group who are anxious to successfully complete the mission and return to their homes. A hasty departure was made from the home station on 15 Nov to get in place as soon as possible and to attain operational ready status, but the first mission was not flown until 3 December for one reason or another. The time span between subsequent missions was longer than normal but we have come to realize that patience is an integral part of the job and perhaps as important as any other qualification prerequisite to this type work. All takeoffs including both support aircraft were on time on the five sorties scheduled during the first phase of the deployment and there was one air abort due to a malfunction of the [redacted] at the fifth and last cycling prior to the area of interest.

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These sorties are considered the most difficult that we have attempted to date. This was due to the distance flown, the additional support aircraft and personnel required, the borders required to be crossed and the additional coordination with other stations. From the time of the alert, until the gear is in the wells of the C-130 air-lifting the take, consumed a time span of exactly 48 hours. For this reason it is not feasible to fly long [redacted] sorties on succeeding days unless there is a ground or air abort - in which case it can usually be done. Missions of this type can be flown every other day with no great difficulty provided the cycle isn't repeated for more than two or three times in succession.

The refueling operation during this exercise was particularly smooth with the rendezvous techniques worked out last September so far working beautifully. [redacted] KC-135 crew was highly motivated to the importance of the mission and really became an integral part of the team on the ground as well as during operational missions. The same can be said for the SA-16 crew. The relationship among all personnel was one of unity and cooperation.

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The departure of [] from [] left the staging team without its own physician, but local and available medical resources were considered adequate to support our mission. Subsequent Headquarters dispatch of [] who was previously project associated, provided the project with much better coverage. Environmental health and preventative medicine aspects of the staging site were topics of considerable discussion. Several suggestions for immediate improvement were made and accomplished. Other suggestions were taken under advisement and some action was initiated on longer range projects. This operation demonstrated the requirement for augmented medical staging resources and supply action has been implemented. The concept of providing medical support for a prolonged operation at an advanced site where non-fixed, non-major medical resources are not available is new and dictates this augmentation.

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It would be very helpful to receive certain preliminary planning information earlier than was the case in this operation. Last minute preparation for crew briefing while also being involved in flight planning and mission preparation is not conducive to well prepared, comprehensive crew briefings. Types of information that should normally be available sooner are:

- a. Cover story.
- b. Intelligence summary and order of battle information.
- c. Specific areas of interest for Escape, Evasion and Survival briefing.
- d. Emergency airfields to include countries considered friendly and hostile.

The operations order stated that the E&E Specialist at [] would be prepared to brief upon arrival of staging team. He had not been notified of a briefing requirement prior to our arrival. Specific areas of operation were not received [] until after the E&E Specialist departed (approximately two weeks after team arrival). The operations order stated that Headquarters would provide ground contacts and procedures for the area of interest, also airlift for [] pick up. Ground contact information on personnel and procedures were never furnished the detachment or the E&E Specialist. Late in the operation the detachment was queried as to what arrangements had been made by the detachment to provide coverage in these areas.

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V. SUMMARY OF SORTIES SCHEDULED:

SORTIE NUMBER

3200 Alerted 28 November 1962 28/0010Z - Cancelled 29/1955Z for political reasons.

3201 Alerted December 03/2125Z for mission on 5 December. Mission flown on 5 December by [] Takeoff 05/0110Z landing 05/1310Z for total of 12:00 hours. Air Refueling in [] was completed with no problems. Mission and support aircraft were off on time with release end 05/1214Z. Navigation

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very good. All equipment operation good. Clouds covered approximately 65% of the route and was worse than briefed.

3202 Alerted 04/2130Z to be flown on 6 Dec - Cancelled 05/1730Z; two drivers DNIF and the other flew a long mission the previous day.

3203 Alerted December 07/2030Z to be flown on 9 December, Delayed 24 hours, reason unknown however assumed weather. Take off 10/0020Z landed 10/1023Z by [redacted] total flying time 10:00 Mission and support aircraft off on schedule and missions flown as briefed. Refueling accomplished in Alpha area with no problems. Navigation good - weather good, better than briefed. Route coverage good. All equipment operation good.

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3204 Alerted as back up for 3203 and was cancelled upon completion of 3203.

3205 Alerted December 15/2105Z to be flown on 17 December. Mission cancelled 16/1540Z reason unknown, assume weather.

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[redacted] alerted December 25/2010Z to be flown on 27 Dec. Mission flown on 27 December by [redacted]. Takeoff 27/0007Z landed 27/0642Z for total of 0635 hours. No support aircraft required. Mission successful approximately 75% clear. Coverage good and navigation good. Equipment operation was good. [redacted]

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3207 Alerted December 26/2032Z to be flown as back up for mission 3206 if required. Mission cancelled after completion of mission 3206.

3208 Alerted December 29/2357Z to be flown on 31 December. Takeoff 31/0010Z Landed 31/0715Z for a total of 7:05. Pilot [redacted] Air abort due to wrap around of material in [redacted] which occurred on 5th and last cycling just prior to the area of interest.

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3209 Alerted December 30/2015Z to be flown on 1 January. Cancelled at 31/2010Z, reason unknown but assume due to weather.

3210 Alerted January 01/1900Z to be flown on 3 January. Pilot [redacted] Take off 03/0010Z landing 03/1152Z for a total of 11:42. Mission and support aircraft off on time. All sorties flown as briefed. Mission successful, weather clear and better than briefed. All equipment operation good except for minor malfunction of [redacted] which resulted in loss of [redacted] position, upper oblique, throughout most of the mission. It is believed that this resulted in very little loss of intelligence information. Malfunction was due to a broken ground wire which was making contact in all positions except [redacted] Flight line coverage was good. Refueling was successfully completed in Alpha area.

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